

CLAIMS

1. A steering device for the support of the rocking wheel-hub of the trailing-arm rear suspension of a motor vehicle in which the support for the wheel-hub consists of a connection element (19), rotatably connected to the body of the suspension, adapted to rotate on a plane basically perpendicular to the ground and parallel to the longer axle of the motor-vehicle, provided with attachments (21) for the wheel-hub (23) and controlled by means of an elastic element (26) adapted to limit the rotation, characterised in that said support for the wheel-hub rotates on an axle (16) supported into a seat (14), which seat (14) is adapted to rotate on an axle (11) supported in rotation into another seat (10) connected to the end of the arm of the suspension not connected to the bodywork of the motor-vehicle, both rotatory movements being allowed in two planes basically perpendicular between them.
2. A device as claimed in claim 1 characterised in that the seat (14) on which the support for the wheel-hub rotates is a basically cylindrical seat and is put into rotation by a tension rod (29) controlled by an actuator (28).
3. A device as claimed in claim 1 and 2 characterised in that the cylindrical seat is provided with a steering lever (30) connected to the tension rod (29).
4. A device as claimed in claim 1 and 2 characterised in that the actuator (28) is positioned on the arm (2) of the suspension.
5. A device as claimed in claim 1 and 2 characterised in that the actuator (28) is positioned on the bodywork (26) of the motor-vehicle.
6. A device as claimed in claim 1 characterised in that the axle (11) on which the seat (14) rotates is integral with said seat (14) and is supported at its ends by articulations consisting of spherical joints (31)
7. A device as claimed in claim 1 and 6 characterised in that the axle (11) passes

through the seat (14).